Kings Cross Project

1 British Rail needs to:-

Build a second international terminal in London. King's Cross complements Waterloo, and is better for those north of London.

Provide more space for InterCity at King's Cross.

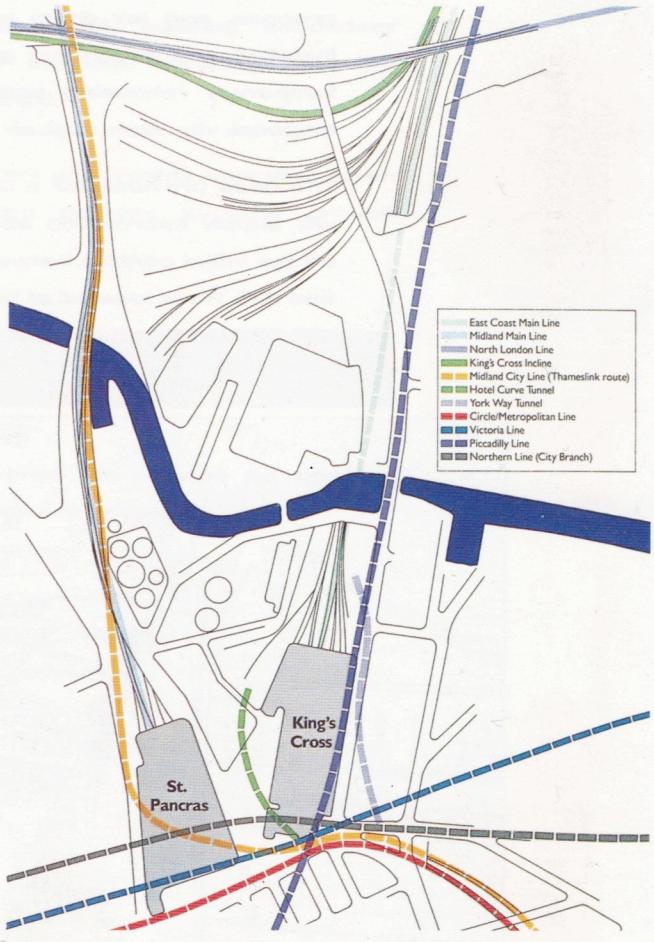
Expand Thameslink's success with new routes and longer platforms.

Make better use of St Pancras.

Replace existing outmoded customer facilities at King's Cross and St Pancras.

Work with London Underground Ltd. to expand and improve its King's Cross/St Pancras station.

Existing Railways



Kings Cross Project

2 British Rail plans to:-

Build 8 platforms under King's Cross for international, Thameslink and other Network SouthEast trains.

Lengthen King's Cross's existing 8 main platforms.

Convert St Pancras from a 6 to 10 platform station.

Close the existing Thameslink station and King's Cross suburban platforms (nos. 9-11), as both are too short and poorly sited.

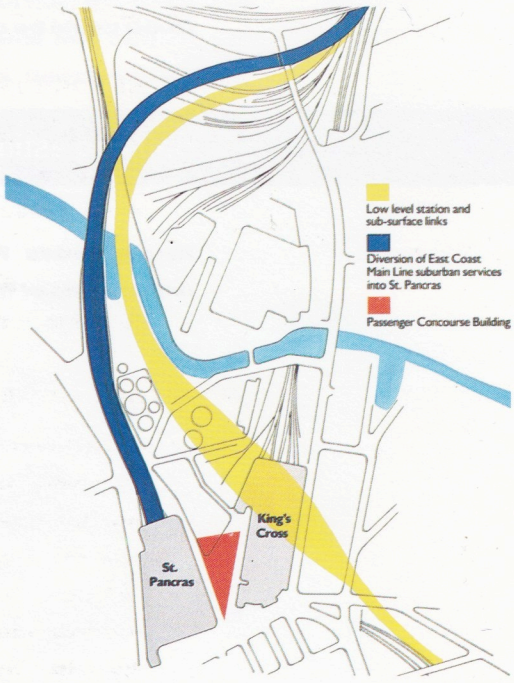
Divert Network SouthEast trains from King's Cross to St Pancras by building a link across the railway lands.

Build a single passenger concourse that will serve all B.R's customers in the complex.

Build a new station at Maiden Lane on the North London Line.

Ensure compatibility with L.U.L's new subways, escalators and enlarged ticket hall.

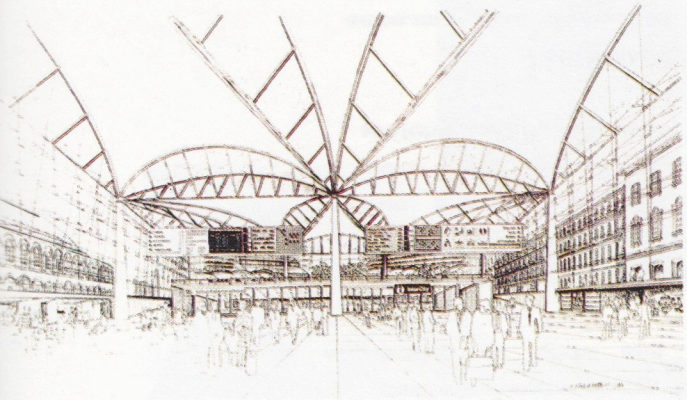
Proposed railway construction works


Low level station and sub-surface links
Diversion of East Coast Main Line suburban services into St. Pancras
Passenger Concourse Building
King's Cross
St. Pancras

Kings Cross Project

3 What this will achieve:-

A single modern, integrated railway station for local, Network SouthEast, InterCity, and international customers:



Easy interchange between platforms:

(1) subways beneath Pancras Road;
(2) escalators to St Pancras;
(3) much shorter walking distances for connections to Thameslink services and the Underground;
(4) direct subways between L.U.L's Circle/Metropolitan and Piccadilly/ Victoria/Northern lines;
(5) better Underground links to the surface;
(6) less congestion everywhere.

New Thameslink routes to the centre of London and beyond:

(1) from Peterborough, Cambridge, Hitchin, Stevenage, Hertford, as well as the present Bedford, Luton, St Albans line, to Kent, Surrey and Sussex;
(2) less need to change from train to tube, bus or taxi, to train again;
(3) more seats in longer trains.

Better journeys for international customers:

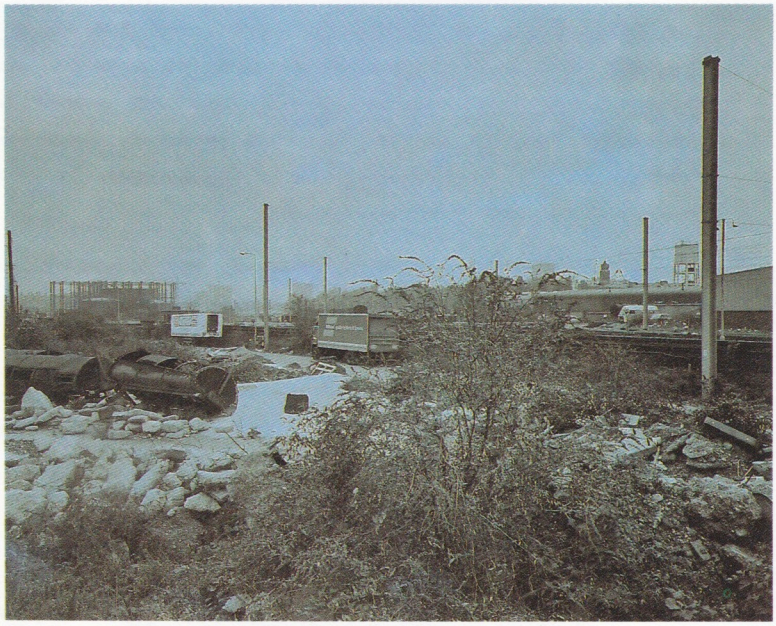
- for those from the north, no need to cross London to Waterloo.
- shorter journey times on through international trains serving the north.
- fully operational before any high speed link to the Channel Tunnel is built, and which will go to King's Cross.

Safety is paramount:

- A self-contained control centre will be close to but separate from the whole B.R./L.U.L. complex. It will monitor operations minute by minute in a manner agreed with the Department of Transport, London Fire and Civil Defence Authority, the emergency services and in accordance with the Fennell Report's recommendations.
- Parcels, mails and catering supply trolleys will be separated from customers.

Kings Cross Project

4 Where we are today (April, 1991):-



The King's Cross Railways Bill awaits approval to amendments the House of Commons Committee required when it reported in July, 1990. The next steps are for the House to consider the Committee report, and Third Reading, before the Bill proceeds to the House of Lords.

Conservation Area and Listed Building Consents — part of the planning approval process — are being sought from the L.B's Camden and Islington.

London Regeneration Consortium is the company that B.R. has selected to develop the railway lands — mainly the old goods yard — to the north of King's Cross station after the railway works are finalised. L.R.C. is seeking to negotiate outline planning permission with L.B. Camden to build offices, houses, shops, light industrial workshops, a hotel and leisure and community buildings. A 34 acre park will be at the centre.

Kings Cross Project

5 The low level platforms' location:-

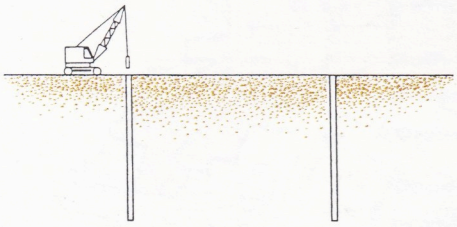
Interchange between low level and other platforms must be as short as possible.

The Victoria, Piccadilly, and Northern tube lines do not have sufficient room between them for B.R's tracks. Tunnelling underneath them all would make connections to the routes from St Pancras and King's Cross too steeply graded.

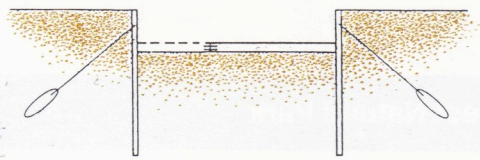
The necessity for straight platforms, track curvature limits in joining the St Pancras and King's Cross routes, and the Regents Canal further prevent any move north-westwards.

At the south end tracks have to connect with the Thameslink route.

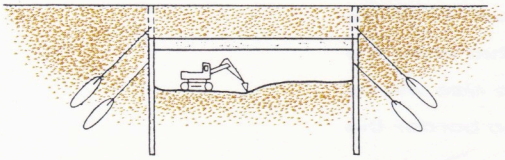
How will the low level platforms be built?



1) Construct outer diaphragm or secant pile walls



2) Excavate to roof level, construct roof



3) Reinstate at ground level, continue excavation, ground anchors installed as excavation proceeds.

The alignment and shallow depth mean building by the "top down" method. Because the railway box can then be covered over and the ground reinstated, working time in the open is reduced.

Spoil outwards and materials into the site as far as possible will be rail borne. An important gateway to the site will be at the junction of Railway Street and York Way, so helping to minimise the use of local roads.

Piles will be bored, a quieter process than driving them into the ground.

Ground anchors will be placed under some existing properties. These are necessary to ensure the railway box's stability during construction, but have no effect on the properties above them.

Construction generally will progress north-westwards from Britannia St. in the south-east. B.R. works east of King's Cross will be complete after 3 years, with road works in the 4th year. Temporary platforms will accommodate trains during the 3rd and 4th years while works limit King's Cross's capacity.

Kings Cross Project

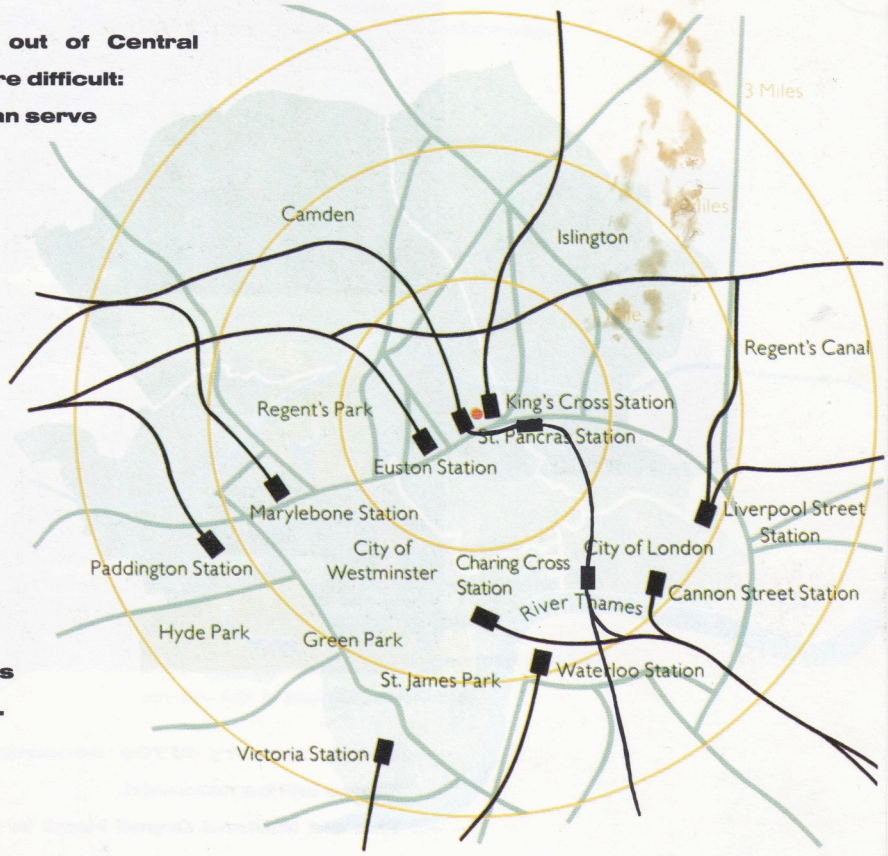
6 Why King's Cross?

B.R. considered 40 sites in the London area for its second international terminal. All the other 39 were ruled out because:

1. Getting into and out of Central London would be more difficult:
— fewer tube lines than serve King's Cross.
— longer, congested road journeys.
— less convenient for Continental visitors.

2. Poorer connections to the north and west.

3. Thameslink, other Network SouthEast, InterCity and Underground improvements would still be needed.



The Secretary of State for Transport in speaking about a new Channel Tunnel rail link said in the House of Commons on 14 June 1990: "There seems to be general agreement that any service will need to terminate at King's Cross. In our view nothing in this statement invalidates the benefits to British Rail of the House proceeding with the King's Cross Bill."

Kings Cross Project

7 Architectural Heritage:-

King's Cross and St Pancras are Grade 1 Listed Buildings. Both will be sensitively restored.

- **The temporary 1970s concourse on the front of King's Cross will be removed.**
- **The old Midland Grand Hotel in front of St Pancras Station is to become a hotel again.**
- **The Lock-Keeper's cottage on the Regents Canal will be moved and then replaced when track work is completed.**
- **A listed gasometer will be moved to be grouped with the other listed gasometers.**
- **Works avoid listed buildings in Keystone Crescent and Balfe Street.**
- **The Great Northern Hotel occupies the only sensible place for the new concourse building, and must be demolished to ease customer movement in the complex.**
- **The Bell public house and No.7 Caledonian Road, two other listed buildings, must be demolished to enable track work construction at the south-east end.**
- **The Scala Cinema remains unaltered.**

Kings Cross Project

8 What happens to the land to the east of King's Cross?

The area that is bounded by York Way, Railway Street, Balfe Street, Caledonian Road and Pentonville Road will be a construction site. Most of the area's property will be demolished.

B.R. will buy all property within the Limits of Deviation in this area, but the area will be available for re-development afterwards. L.B. Islington has a planning brief that will guide any redevelopment.

A smaller area in L.B. Camden, lying between King's Cross Road and Gray's Inn Road, is affected similarly.

Camley Street Natural Park

B.R. and L.R.C. recognise the importance of the park to local children, and intend that when the railway works are finished in this area the park's size will be 3 acres — 50% bigger than now. It will continue to border the canal, but be less elongated than it is now.

The existing park will close while essential tracks are laid, but part of the new park will be established for two growing seasons before this happens.

Negotiations to achieve this continue.

Kings Cross Project

9 Roads and Traffic:-

The Department of Transport, L.R.C. and B.R. (with L.B's Camden and Islington as observers) have been working together with consultants to consider the effect of the increased railway activity and the property development. Conclusions were presented in an exhibition in 286/288 Pentonville Road in February 1991.

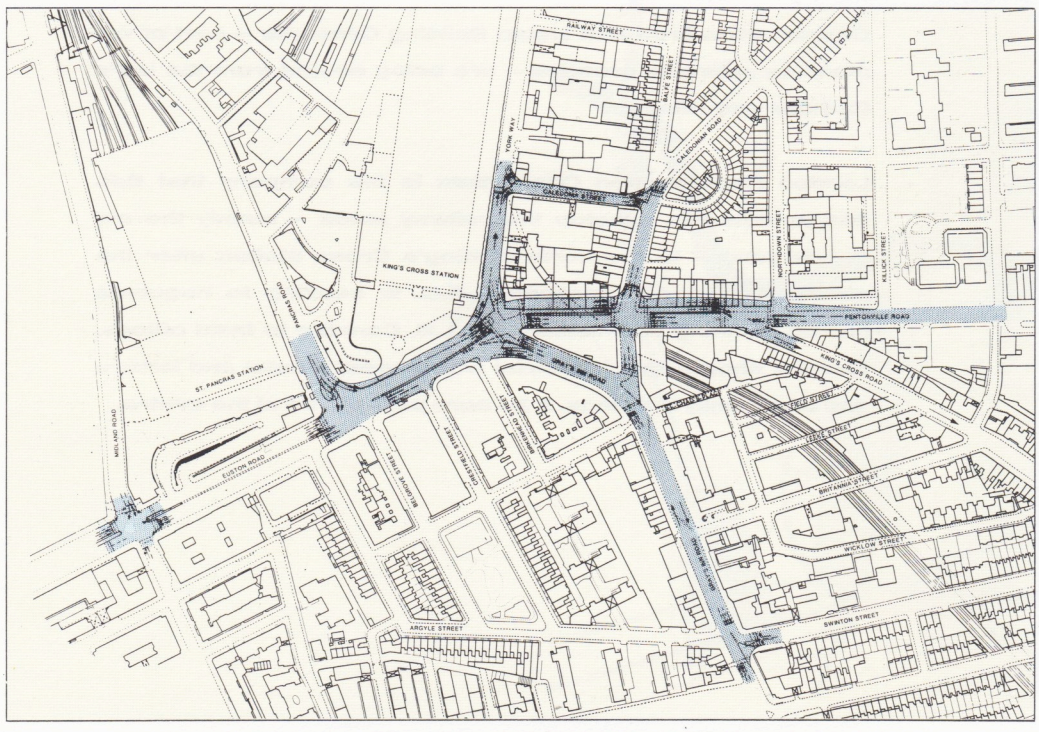
The centrepiece of the proposals is the widening of Pentonville Road at the King's Cross end to reinstate two-way traffic.

The present gyratory system will be made smaller. The residential Wharfdale Road, Acton and Swinton Streets, cease to be main thoroughfares.

Increase in average speeds in not an objective, so that extra traffic is not attracted from other areas.

Both L.B's Islington and Camden are planning traffic calming measures that will prevent 'rat-running' through side streets. These are dependent on Pentonville Road's two-way status.

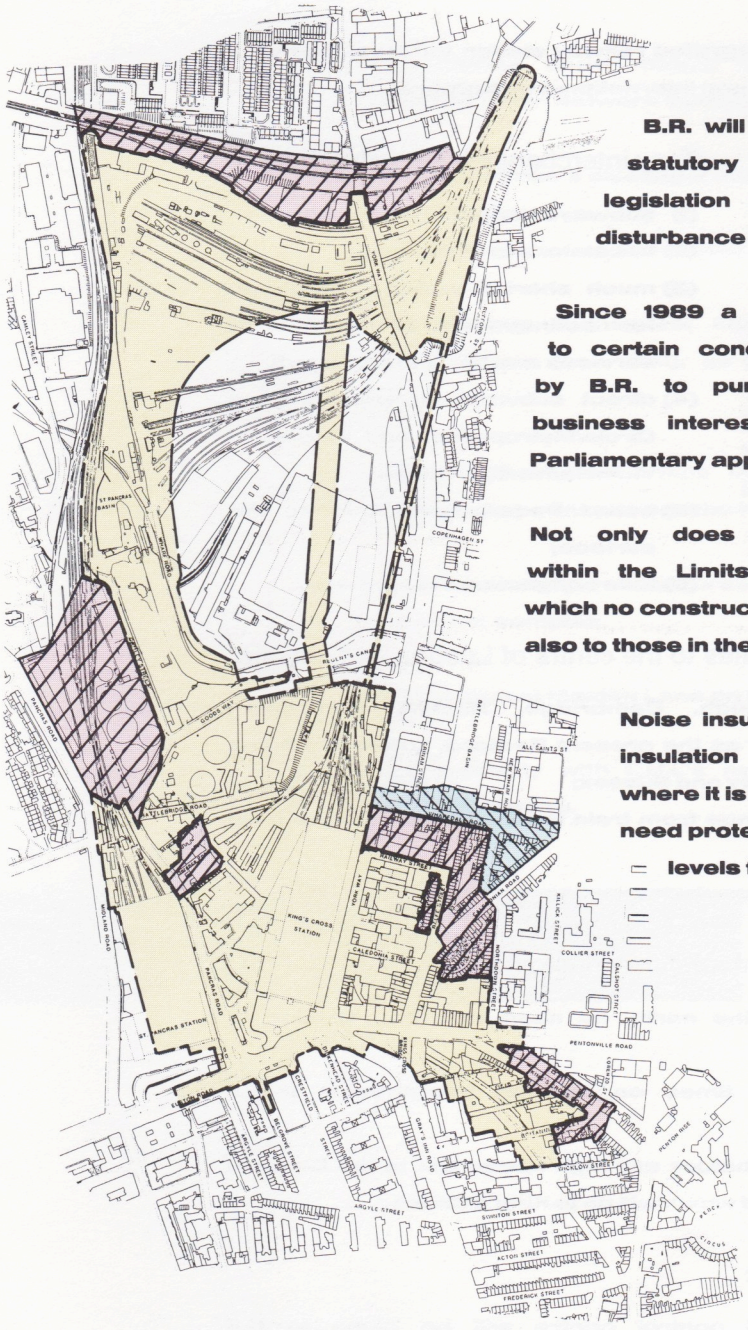
Opportunities will be created for additional pedestrian crossings, more extensive safe cycling routes, and new bus bays.



King's Cross intersections proposed highway improvements

Kings Cross Project

10 What about compensation?



B.R. will comply fully with all statutory requirements. New legislation proposed may increase disturbance allowances.

Since 1989 a voluntary offer, subject to certain conditions, has been made by B.R. to purchase residential and business interests in advance of Parliamentary approval.

Not only does this apply to properties within the Limits of Deviation (beyond which no construction works will occur), but also to those in the adjacent "buffer zone".

Noise insulation: B.R. will provide insulation from construction noise where it is agreed that residents need protection against increased noise levels for a significant time.

Land within :-

Limits of Deviation

Original Buffer Zone

Extension to Buffer Zone

Kings Cross Project

11

Employment estimates:-

Railway works' construction:
— average 2,000 jobs a year.

Permanent new jobs created by the new railway complex:
— net increase of over 1,700.

L.R.C's construction:
— average of over 2,000 jobs a year.

Railway lands development when complete:
— over 25,000 new jobs.

Job displacement from land affected by the King's Cross Railways Bill — 1620. BR has employed a firm of Chartered Surveyors to provide guidance about relocation for those businesses affected.

Employment has a multiplier effect, causing secondary employment, the demand for services resulting from the additional spending power created.

The area to the east of York Way will provide new jobs when redeveloped. Present planning policies suggest around 2000 could be created.

Housing estimates:-

King's Cross Railways Bill works will remove 84 housing units. Some of these are presently unoccupied.

Kings Cross Project

12 Timescale for the railway works:-

November 1988 — King's Cross Railways Bill deposited in Parliament.

Summer 1992 — Royal Assent anticipated.

1991/93 — L.B. Camden/Islington planning approval sought.

1992/93 — Dept. of Transport/Sec. of State approval sought. Compulsory purchase procedures.

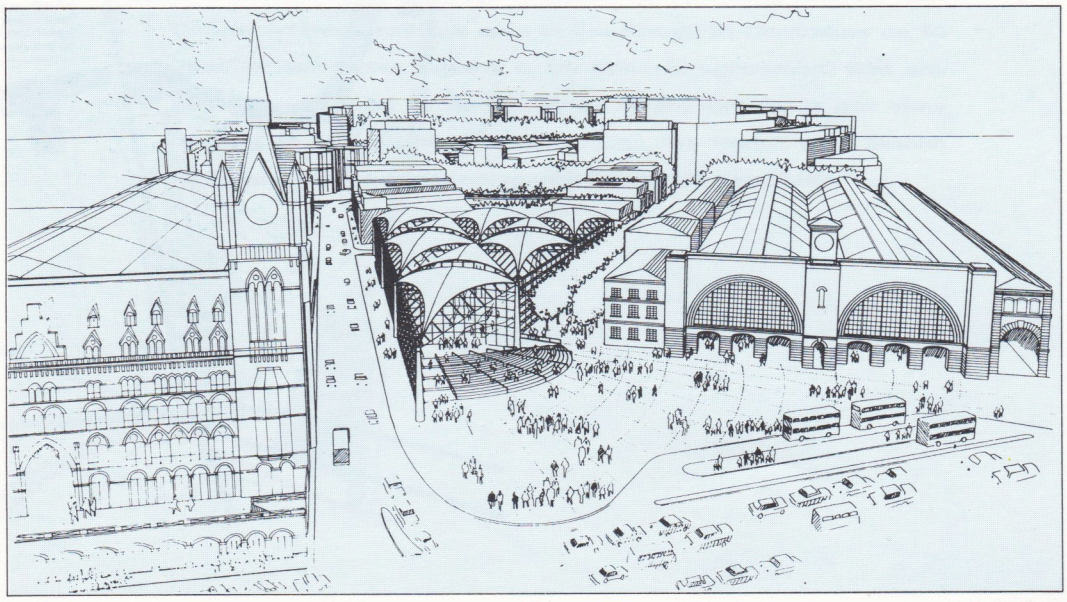
1993 — Construction works commence.

1998 — Works completed.

Environmental Code of Practice

B.R. is discussing with the L.B's Camden and Islington a code of working practice. This will govern the construction process, and lay down noise levels which will trigger the installation of secondary glazing or the implementation of the temporary rehousing policy. Other aspects include waste disposal, vibration, dust/air quality.

The code provides for a B.R. Community Liaison Officer who will supply information about the construction process and be the initial contact between local residents and businesses and B.R. He is located at the Project office, telephone number 071-278 5178.



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